



**DEPARTMENT OF THE AIR FORCE  
PACIFIC AIR FORCES**

**8 JUL 2004**

**MEMORANDUM FOR Alaska Civil/Military Aviation Council (ACMAC)**

**SUBJECT: Alaska Civil/Military Aviation Council Minutes, 26 May 04**

**FROM: 11 AF/CV**

9480 Pease Ave, Ste. 101

Elmendorf AFB AK 99506-2100

- 1 The ACMAC convened at 0915L in the Cope Thunder Briefing Room, Eielson AFB, Alaska.
- 2 Member Attendance: (See attachment 1)
- 3 Colonel Miller (11AF/CV) chaired the meeting and welcomed everyone and asked that the membership bring issues to the Air Force for this particular forum. All members in attendance introduced themselves before the meeting continued.
4. The following agenda items were covered:
  - a. Cope Thunder Exercises: Maj Hinds (353 CTS/DOO) gave an overview of Cope Thunder. Additionally, he briefed the upcoming exercises for 2004 and the participants. (INFO)
  - b. Restricted Area 2202 (R2202) Operations: Maj Curley (353 CTS/RD) fielded questions regarding Army activity in R2202 and publishing this activity using the Special Use Airspace Information Service (SUAIS). The basic question was can there be a live controller on SUAIS whenever there is any activity, to include unmanned aerial vehicle (UAV) flights in the airspace. The Army is researching range control VHF frequencies available for use during periods of Army activity. (Open)
  - c. Pogo Mine Update: Mr. Haggland (AK Miners Assoc) provided an overview of operations at Pogo Mine now that operations have resumed. New 60 ft tall power line towers are under construction, which is generating long-line helicopter operations up to 700 feet AGL. A new "No Fly Zone" has been implemented to encompass the new construction activities. Aircraft operating in and out of the new 3,300 foot airstrip at the mine are utilizing SUAIS to make all parties aware of operations at the mine. (INFO)

- d. **Lights Out Operations:** Maj McCabe (611 AOS/AOO) gave a detailed briefing on the current progress in reference to Lights Out Training in MOA's. He explained the FAA had granted the Air Force an exemption to operate aircraft without external lighting in several Military Operations Areas (MOAs), and operations should be commencing this fall/winter season. One issue that is still unresolved is NOTAM distribution. The FAA has agreed to make lights out operations Class L NOTAMS, which are not mandatory briefing items. 611 AOS/AOO will continue to investigate the option to make these NOTAMS Class D, which are mandatory. In the interim, all pilots are encouraged to specifically ask if there are lights out operations if their route of flight takes them near, or through MOAs. 11AF will present informational briefings to the flying public in Aug/Sep and mail information to airports in the area. (INFO) Update: Since the meeting we have discovered that AOPA is producing a publicity tutorial to aid in increasing public awareness about this activity. The 611 AOS staff is working to gain access to the product.
- e. **Military Training Route (MTR) Remodeling:** Maj Thilmany (611 AOS/AOO) explained some of the changes planned for the Alaskan MTR structure. Many of the changes make the routes more realistic, avoid known areas of conflict on the existing routes, and allow entry from the coastlines to support other services. Maj Thilmany made the detailed maps of each route available to any interested parties for review. (INFO)
- f. **R2211 Vertical Limit Change:** Maj McCabe (611 AOS/AOO) reviewed an 11AF initiative to raise the vertical limit of R2211 to FL310 to make the ceiling the same as the surrounding Air Traffic Control Assigned Airspace (ATCAA). This will facilitate more efficient and realistic training opportunities in R2211. (INFO)
- g. **GPS Jamming for Northern Edge:** Maj Stangl (611 AOS/AOW) provided a detailed briefing on the GPS jamming operations for Northern Edge. He explained the official jamming pattern that was published is very conservative. While he is not authorized to publish any jamming pattern himself, he did not see the effect being as wide as published. The jammer will use a directional antenna, and will only transmit for several minutes at a time during their scheduled 2-hour blocks. GPS receivers downstream of the antenna may lose their signal during jammer operations. The signal will not be dithered; it will either be fully available, or not available in the jammer area. (INFO)
- h. **Delta Corridor Initiative:** Maj McCabe (611 AOS/AOO) and Lt Col Bussa (353 CTS/ADO) delivered a briefing on a proposal to modify the Delta Corridor to enhance readiness training in the Delta Corridor area. Lt Col Bussa described the issues with the corridor beginning at FL200, and how that adversely impacts training in the area. The current corridor between Buffalo and Birch MOAs extends to FL200. The proposal, however, would lower the corridor to 15,000 MSL by establishing a MOA from 15,000 MSL to 17,999 MSL then lowering the ATCAA to FL 180. ACMAC members were interested in how far along this proposal was in the coordination process. We explained it was in its infancy, and we were soliciting comments from the ACMAC members to assure we knew the potential impact to aviation operations. Mr. Wien suggested we provide this proposal to other operators, and to date Alaska Airlines has scheduled a

meeting to learn more about the proposal. 611 AOS/AOO will consolidate all feedback and discuss the issue with 353 CTS if proposal modifications are necessary prior to beginning the formal airspace request process. (Open)

5. The following open forum items were discussed:

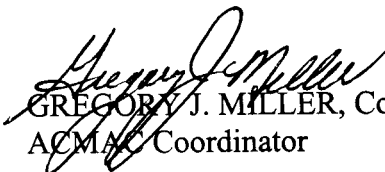
- a. SUAIS: Mr. Vivion suggested enhancing SUAIS to provide a continuous live response as a single clearinghouse for up-to-date information for aircraft operating in the interior region of Alaska. He was concerned the various programs and special procedures in the AK Supplement could overwhelm pilots flying to AK from out of state, and SUAIS could help alleviate some of those concerns. 353 CTS offered to continue to look for ways to make SUAIS more effective, but cautioned against trying to make SUAIS more than it is chartered, and manned to do. (Open)
- b. Civil Landing Permits: Col Miller (11AF/CV) explained he has tightened the civil landing permit process to assure all commanders are consistently aware of all civil aircraft operations at their airfields. This process is not intended to be cumbersome to the requestors, and 611 AOS/AOO will still process emergency requests on a case-by-case basis. Routine permits, however, now require additional processing time and we ask all companies to plan for a minimum of 30 days to process future permits. (INFO)

6. The meeting adjourned at 12:15 PM. The next ACMAC meeting is tentatively scheduled for November 2004, at Elmendorf AFB.

/// SIGNED ///

EUGENE C. MCCABE, Maj, USAF  
Acting ACMAC Executive Secretary

Approved as written.

  
GREGORY J. MILLER, Colonel, USAF  
ACMAC Coordinator

Attachment:

ACMAC Attendee/Distribution List

cc:

11 AF/CC

## Attachment 1

26 May 04 ACMAC Attendance

Name	Organization	Address	Phone/Email
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